



PORT OF PORTLAND

DAILY DIARY

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PROJECT Terminals 5 and 6 Maintenance Dredging CONTRACT NO. 52374/00D090

CONTRACTOR Hickey Marine SUPERINTENDENT Greg Speyer

DAY OF WEEK &amp; DATE: Sunday, January 14, 2001 REPORT NO. 001

WEATHER Overcast to Partly Cloudy

TEMPERATURE 40 - 50

**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:**

Hickey Marine - Superintendent, Operator, 2 Pile Bucks

**MAJOR EQUIPMENT ON JOB (Size/capacity and hours):**

Hickey Marine - Nova Tugboat, Sea Vulture Manitowoc 4600 Crane Barge, Dredge Barge, 15 c.y. Clam, Outboard Boat, Pickup Truck

**CHRONOLOGICAL ACCOUNT OF DAY'S WORK**

7:30 am Per telecon to Greg (Hickey), I will give him the permit copies at the 9:00 am site meeting. Greg informed me that the material being dredged was too thick to flow through the 4 inch screen. Hickey was welding a vibrator on the screen frame to facilitate the passing of the material through the screen.

**9:00 am Terminals 5 and 6 Maintenance Dredging Meeting**

Sebastian (Port Marine Planning Mgr.), Rob Cook (Port Navigation Mgr.), John Childs (Port Environmental), Jeff (Port Dredge Captain), Greg Speyer (Hickey Superintendent), Greg Perkins (Hickey Barge Foreman), John Durst (Port CCM) and myself met to discuss the dredging operation and the permit requirements. Hickey gave their tentative work schedule for the week. There was a scheduled barge for Terminal 6 later in the day. Hickey expressed the desire to dredge until midnight, if possible. I will check with Port Marine Operations on today's ship schedule and barge spotting. Hickey indicated that they expected Berth 603 and 604 to be completed by Wednesday. I will schedule Hagedorn Survey for Wednesday.

John Childs stressed the following:

1. All material must stay in the dredge bucket until placed in the barge. Dredging was paid to the minus 41 foot CRD elevation and allowed to minus 42 CRD elevation.
2. Turbidity should be less than 10 per cent at 100 feet downstream as compared to the turbidity 100 feet upstream of the dredging operation. Visual inspection and physical sampling would be employed to monitor the turbidity levels.
3. The Contractor should cease operations at the sign of distressed or dead fish.

I gave a copy of all the Project permits to Greg Speyer (Hickey).

9:15 am Dredging began at Berth 604 at approximately the 1600 foot mark.

Per meeting with Brian and Jim of MTC, they arranged for the barges scheduled for tonight to berth after midnight. I notified Greg (Hickey).

10:30 am I observed the dredging operation. There was no visible turbidity 100 feet downstream from the operation.

Hickey was having difficulty getting the dredge material to pass through the 4 inch screen placed over the barge bin. Hickey tried placing water on the material piled on the screen to wash it through. They attempted to pick up and drop the material through the screen. Steel debris (i.e. - bolts, rods, and chains) was separated out from the dredge material and removed from the screen by the crew.

12:00 pm I met with Greg Speyer (Hickey) and Greg Perkins (Hickey). They informed me that they would not dredge the rest of the day. They were having problems using the screen. In addition, when the material passed through the screen and dropped 15 feet onto the gravel covered liner below, the liner was eventually displaced. The seal created by the geotextile fabric liner was broken. The material falling into the bin mixed with the existing water and created a soupy mixture that could potentially flow out of the bin. Greg indicated that he would attempt to dredge again on Tuesday.

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12:10 pm There was no visible turbidity 100 feet downstream from the operation.

12:15 pm Dredging was completed for the day. I notified John (Port CCM) and Lety (OPS).

2:30 pm I notified Tim Hagedorn (Hagedorn Survey) to tentatively schedule survey at Berth 603/604 for Wednesday.

TESTS PERFORMED: \_\_\_\_\_

PHONE LOG: \_\_\_\_\_

SITE PHOTOS/VIDEOS TAKEN:	FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:
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INSPECTOR	Frank Schmidt	HRS	DATE
(signature on hardcopy)–	_____	_____	_____